

## Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00 DOTE-00

EB-07 INR-07 NSAE-00 FAA-00 IO-10 ACDA-05 SAJ-01

OES-03 CEQ-01 EPA-01 PM-03 H-01 L-02 NSC-05 PA-01

PRS-01 SP-02 SS-15 USIA-06 /086 W

----- 038571

R 141740Z FEB 75

FM AMEMBASSY BONN

TO USMISSION USBERLIN

INFO SECSTATE WASHDC 8018

AMEMBASSY LONDON

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 02619

E.O. 11652: GDS

TAGS: PINT, PGOV, EAIR, WB, RF, UK, US

SUBJECT: AIR NOISE AT TEGEL

REF: (A) BONN 2102, (B) BERLIN 203, (C) BERLIN 126

1. AT FEBRUARY 7 CAA MEETING EMB CAA URGED FRENCH AND BRITISH COLLEAGUES (GROVES AND LASSUS) TO REACH AGREEMENT ON THE PROPOSED BK/L TEXT TRANSMITTED BY REF TEL C. EMB CAA POINTED OUT THAT PRESENT STALEMATE ON WORDING WAS WITHOUT ANY REAL FOUNDATION SINCE CAA HAD ALREADY REACHED AGREEMENT IN PRINCIPLE ON A BASIC CONCEPT FOR THE TREATMENT OF LATE ARRIVALS AT TEGEL AS FOLLOWS:  
A. THE PAST RELATIVELY RELAXED ATTITUDE TOWARD LATE ARRIVALS WOULD HAVE TO BE STIFFENED ONCE SCHEDULED IG OPERATIONS WERE MOVED TO TEGEL, IN VIEW OF THE GENERALLY INCREASED NOISE LEVELS WHICH WOULD INEVITABLY OCCUR.

B. NONETHELESS, CERTAIN CATEGORIES OF FLIGHTS WOULD BE EXEMPTED SUCH AS MAIL SERVICES AND OPERATIONAL EMERGENCIES, ETC.

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C. IN TIGHTENING THE RULES AT TEGEL THE CAA'S WOULD

STILL RETAIN ULTIMATE AUTHORITY TO APPROVE OR DISAPPROVE FLIGHTS TO BERLIN AIRPORTS. MOREOVER, IT WAS RECOGNIZED THAT THE ODD EXCEPTION TO THE CURFEW WOULD HAVE TO BE APPROVED.

D. THE NEW RULES WOULD NOT TAKE EFFECT UNTIL THE CLOSE OF THE 1975 SUMMER SEASON.

2. WHILE AGREEING THAT THE STALEMATE HAD GONE ON LONG ENOUGH, THE FRENCH CAA SAID THAT HE HAD ALREADY MADE A SUBSTANTIAL CONCESSION IN AGREEING TO THE POSSIBILITY OF ANY EXCEPTIONS AT ALL, SINCE THE FRENCH MILITARY GOVERNMENT HAD ARGUED STRONGLY FOR THE TOTAL ELIMINATION OF ALL NIGHT FLIGHTS. THE WORDS "THE MOST" MADE A CONSIDERABLE DIFFERENCE WHEN THE TEXT WAS TRANSLATED INTO FRENCH/ THEREFORE, HE FELT HE COULD NOT AGREE TO DELETE THESE WORDS WITHOUT FURTHER DISCUSSION WITH HIS COLLEAGUES.

3. BRITISH CAA THEN TABLED A COMPLETELY NEW DRAFT, WHICH EVEN FURTHER QUALIFIED THE INTENT OF THE ALLIES TO TAKE A VERY FIRM LINE AGAINST LATE ARRIVALS. THIS LATEST DRAFT WAS REJECTED OUT OF HAND BY LASSUS, AND GROVES THEN SAID HE COULD, WITH CONSIDERABLE RELUCTANCE, AGREE TO THE ORIGINAL DRAFT, AFTER THE ABOVE QUOTED PHRASE WAS OMITTED.

4. EMB CAA SAID THAT THE U.S. SIDE COULD CONCUR IN EITHER VERSION, AS BOTH EMBODIED THE BASIC ELEMENTS WE HAD AGREED ON PREVIOUSLY, AND SUGGESTED THAT IT WOULD BE WISEST TO FOCUS ON THE ORIGINAL DRAFT, RATHER THAN ATTEMPTING TO WORK OUT TOTALLY NEW LANGUAGE. IT WAS AGREED THAT THE FRENCH AND BRITISH CAA'S WOULD CONSIDER THEIR POSITIONS ONCE AGAIN WITH A VIEW TO ANOTHER MEETING EARLY THE FOLLOWING WEEK. LASSUS CALLED US ON FEBRUARY 11 TO REPORT THAT HE COULD RELUCTANTLY AGREE TO THE OMISSION OF "THE MOST." BRITISH CA LATER INDICATED HIS WILLINGNESS TO GO ALONG WITH THE ORIGINAL DRAFT ON THIS BASIS. COMMENT: THE TEGEL CURFEW QUESTION IS THEREFORE SETTLED FOR THE MOMENT; HOWEVER, WE CAN EXPECT ADDITIONAL DISCUSSION WHEN THE CAA'S ATTEMPT TO AGREE DRAFTS

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FOR NOTIFICATION LETTERS TO THE CARRIERS, AND AN AMENDMENT TO THE AIP.

HILLENBRAND

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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** NOISE POLLUTION, AIRCRAFT NOISE, AIRPORTS, MEETINGS  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 14 FEB 1975  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Authority:** ElyME  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
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**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** GS  
**Errors:** N/A  
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**Original Classification:** CONFIDENTIAL  
**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
**Original Previous Handling Restrictions:** n/a  
**Page Count:** 3  
**Previous Channel Indicators:** n/a  
**Previous Classification:** CONFIDENTIAL  
**Previous Handling Restrictions:** n/a  
**Reference:** (A) BONN 2102, (B) BERLIN 203, (C) B, ERLIN 126  
**Review Action:** RELEASED, APPROVED  
**Review Authority:** ElyME  
**Review Comment:** n/a  
**Review Content Flags:**  
**Review Date:** 16 MAY 2003  
**Review Event:**  
**Review Exemptions:** n/a  
**Review History:** RELEASED <16 MAY 2003 by ifshinsr>; APPROVED <06 OCT 2003 by ElyME>  
**Review Markings:**

Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
05 JUL 2006

**Review Media Identifier:**  
**Review Referrals:** n/a  
**Review Release Date:** n/a  
**Review Release Event:** n/a  
**Review Transfer Date:**  
**Review Withdrawn Fields:** n/a  
**Secure:** OPEN  
**Status:** NATIVE  
**Subject:** AIR NOISE AT TEGEL  
**TAGS:** PINT, PGOV, EAIR, WB, UK, US, CAA  
**To:** USBERLIN  
**Type:** TE  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006